

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

Claim 1. (Canceled)

2. (Currently Amended) A brake device according to claim 4 10, wherein in a portion connecting the spring-mass vehicle body side and the unspring-mass wheel side, a signal line connecting said drive controller and said vehicle motion controller and a power line for supplying an electric power to said drive controller are constructed by one cable covered with a same sheath.

3. (Original) A brake device according to claim 2, wherein said power line of said cable is a twisted pair-wire and said signal line of said cable is a coaxial wire.

4. (Currently Amended) A brake device according to claim 4 10, wherein communication information of said drive controller and said vehicle motion controller is transmitted by using a power line ~~for supplying~~ to supply an electric power to said drive controller.

5. (Currently Amended) A brake device according to claim 4 10, wherein communication between said drive controller and said vehicle motion controller is made by radio communication.

6. (Currently Amended) A brake device according to claim 4 10, wherein said sensor device includes a wheel speed sensor ~~for detecting~~ to detect a rotational

speed of the wheel<sub>1</sub> and wherein said wheel speed sensor and said drive controller are electrically connected.

7. (Currently Amended) A brake device according to claim 4 10, wherein said sensor device includes a pad abrasion sensor ~~for detecting~~ to detect an abrasion of a brake pad<sub>1</sub> and wherein said pad abrasion sensor and said drive controller are electrically connected.

8. (Currently Amended) A brake device according to claim 4 10, wherein said sensor device includes an air pressure sensor receiver ~~for receiving~~ to receive a radio signal from an air pressure sensor provided for a tire<sub>1</sub> and wherein said air pressure sensor receiver and said drive controller are electrically connected.

Claim 9. (Canceled).

10. (New) A brake device comprising:

an actuator which is provided on an unsprung-mass wheel side of a vehicle having a suspension and which generates a braking force by being electrically driven;

a drive controller to receive a signal regarding the braking force from a vehicle motion controller and to drive said actuator, and

a sensor device to detect operating values of said actuator and to provide said operating values to said drive controller, said sensor device being disposed at the unsprung-mass wheel side of the vehicle,

wherein said drive controller is located at the unspring-mass wheel side of the vehicle and makes communication with said vehicle motion controller provided on a spring-mass vehicle body side of said vehicle by bidirectional multiplex communication.

11. (New) A brake device comprising:

actuator means which is provided on an unspring-mass wheel side of a vehicle having a suspension for generating a braking force by being electrically driven;

drive controlling means for receiving a signal regarding the braking force from a vehicle motion controller and for driving said actuator, and

sensor means for detecting operating values of said actuator and for providing said operating values to said drive control means, said sensor means being disposed at the unspring-mass wheel side of the vehicle,

wherein said drive control means is located at the unspring-mass wheel side of the vehicle and makes communication with said vehicle motion controller provided on a vehicle body side of said vehicle by bidirectional multiplex communication.

12. (New) A brake device comprising:

an actuator which is provided on an unspring-mass wheel side of a vehicle having a suspension and which generates a braking force by being electrically driven; and

a drive controller to receive a signal regarding the braking force from a vehicle motion controller, located on a spring-mass vehicle body side of the vehicle, and to drive said actuator, and

a sensor device to detect operating values of said actuator and to provide said operating values to said drive controller, said sensor device being disposed at the unspring-mass side of the vehicle, and

means for reducing the number of bending cables required to provide electrical communication between the actuator, the sensors, the drive controller and the vehicle motion controller, said means comprising locating said sensor device and said drive controller on said unspring-mass wheel side of the vehicle.

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**Amendments to the Abstract:**

Please replace the originally filed Abstract with the substitute Abstract shown in the Appendix.